

RAILROAD TIME SCHEDULE

ILLINOIS CENTRAL R. R.	
North Bound.	
332 leaves at 5:35 a. m. for Princeton, Paducah, Cairo and Evansville.	
302 leaves at 11 a. m. for Princeton, connects for East and West.	
324 leaves at 8:05 for Princeton.	
South Bound.	
323 arrives at Princeton at 7:10 a. m.	
321 arrives from West at 4:10 p. m.	
301 arrives from East and West at 6:45 p. m.	
TENNESSEE CENTRAL R. R.	
East Bound.	
12 leaves for Nashville at 7:15 a. m.	
14 leaves for Nashville at 4:15 p. m.	
West Bound.	
11 arrives from Nashville at 10:35 a. m.	
13 arrives from Nashville 8:00 p. m.	
C. L. WADLINGTON, Agent.	
LOUISVILLE & NASHVILLE R. R.	
South Bound.	
No. 53.....5:45 a. m.	
No. 55 Accommodation...6:45 a. m.	
No. 95.....8:57 a. m.	
No. 51.....5:57 p. m.	
No. 93.....1:01 a. m.	
North Bound.	
No. 92.....5:24 a. m.	
No. 52.....10:05 a. m.	
No. 94, Dixie Flyer.....8:19 p. m.	
No. 56 Accommodation...9:15 p. m.	
No. 54.....10:19 p. m.	
No. 91—Due.....9:55 a. m.	
No. 90—Due.....2:30 p. m.	
W. N. CHANDLER, Ticket Agent.	

TOO MANY DOLLARS
TOO SMALL A STOCK
SENT PRICES SOARING

(Continued From Page 6.)
emergency and reasonable requirements.

Prices and Unrest.
"Nobody is responsible for the rising cost of the common necessities of life, but when great numbers of people are disappointed and discontented somebody is always held to be responsible. The most thoughtful students of history have held that all the great crises and upheavals of society have been due to economic causes, to direct economic pressure upon the people, rather than to logical reasoning or intellectual leadership. Twice in my own time I have seen the monetary question and standard value upset in this country, because times were hard; once by the free silver party and once by the free silver party. In both of these instances the farmers were the chief complainants, and the grievance was that prices were too low; now it is the wage earning class and the grievance is that prices are too high.

"The arguments for greenbacks and free silver were all washed away in the periods of prosperity which followed, but the same type of agitator is always on hand—just as ready to argue from high prices as low prices, and always finding the most effective appeal in the play upon class suspicion and class prejudice. The solution of our problem lies in reducing our credit inflation out of savings and getting back to a rational economic basis."

TRUTH ABOUT
BURNED PLANES

Republican Charges Refuted and
Facts Made Public In Investigation by House Committee.

Washington, D. C. Aug. 12.—Complete refutation of statements made before House sub-committee investigating war expenditures that serviceable and valuable airplanes have been wantonly destroyed by the American Expeditionary Force is made in a statement by Col. M. M. Patrick, U. S. Engineers and late Major General and Chief of Air Service, A. E. F.

Statements that a "million dollars' worth" of such planes were destroyed have been made before the sub-committee investigating war expenditures overseas, of which Representative Royal C. Johnson, Republican, of South Dakota is chairman. At a session of that committee, Gutzon Borglum, the sculptor, who came to public attention by his investigation of aircraft production in America which resulted in the investigation of Judge Hughes, filed several photographs of parts of planes purported to have been burned. Contrary to the opinion of experts in the army air service, Mr. Borglum made the unqualified statement to the committee that it was impossible to tell from the photographs whether a plane or its parts were actually serviceable and safe for flyers.

Denying that a single part of a plane from which the Government could derive a penny of value either by sale or use had been destroyed General Patrick prepared and filed with Representative Flood, a member of the Johnson committee, a statement in which he said:

"When hostilities ceased, there were in possession of the American air service planes of varying types and all stages of repair, from new and unused planes to those which were complete wrecks. The question of their disposition was given full study.

"I at once gave orders to return to the United States all DH-4 planes and all Liberty engines which were serviceable."

"About the disposition of the remainder*****I appointed boards of survey, each composed of officers of ability, who were conscientious and careful. There orders were to inspect every plane in our possession and to recommend to me what should be done with each one."

General Patrick's statement then shows that the plane and material fell into four classes. Those which had been crashed, most of them in training service or in battle, and were beyond repair; those used in the training schools and which were worn out from wear and tear; others which had deteriorated in storage, planes being very delicate and deteriorating very rapidly, and others which were useable, but practically obsolete and which would have been discarded very soon even if the war had gone on, for more modern machines.

"After having examined each of these planes, 'General Patrick's statement continues, 'the Boards of Survey arranged them in classes and recommended, in general, that they be offered for sale, and if unsalable, that they be salvaged. By 'salvaged' is meant the taking off of all valuable parts, such as motors, tires, instruments and the like, which can be used to repair other planes, or which have a 'money value.'"

"I approved the recommendations of these boards. I inquired of the French Government and was told that they would not purchase any of this material. There was no market for this material. It was, therefore, salvaged as outlined above. Some of the wooden fragments, which could not be used by us nor sold, was destroyed.

"I do not know of my knowledge that a single usable plane was destroyed**but I am well satisfied that no plane was destroyed which could be disposed of in France, or which would have brought as much money in the United States as it would cost to get it here.

"The matter of shipping any of this material to the United States was fully considered. I had estimates made of the cost of storage, of packing and transportation and I am quite convinced, in the cases of all the planes which were salvaged, that this would have been decided uneconomical."*****

"The salvaging of this material was part of the inevitable waste of war but the American Air Service in France did everything possible to reduce this waste to the minimum. It is apparent that it was necessary to decide whether it would pay to ship material to the United States, and after careful study and in the exercise of the best judgment, it was de-

cided that this would be a further waste of Government money. Attention may be called to the fact that the packing of a single DH-4 plane in the United States for shipment to France in round drums about \$289. Estimates made in France showed that it would cost not less than about \$500 to pack up a plane without the engines, that prior to packing it there would be a considerable expense while the planes were in storage, in order to keep them in condition, that there would be a cost of rail transportation and the cost of ocean transportation to the United States, with further freight charges and charges for handling after the packages arrived here. Some of the cases which contained the planes which were actually shipped to the United States occupy a space of not less than 1,000 cubic feet. The size of this task and its costliness can be judged from these facts."

Roosevelt Memorial Association.
Continued From Page 6)

Regional conferences, at which the State chairmen and the state committees from groups of states will discuss the plans for the Roosevelt campaign will be held in ten cities during the next few weeks. The first of these conferences, at which campaign plans from seven of the Central States will be present, will be held in the Blackston Hotel, Chicago, Thursday, August 14, and will be addressed by Col. Thompson and Major General Leonard Wood. The other cities in which the conferences will be held and the dates are as follows: St. Paul, Aug. 15; Salt Lake City, Aug. 15; Portland, Oregon, Aug. 18; Kansas City, Aug. 19; Dallas, Aug. 19; San Francisco, Aug. 20; Atlanta, Aug. 21; New York, Sept. 3; Boston, Sept. 4.

The plans of the Roosevelt Memorial Association include a magnificent monument at Washington and the establishment of a public park at Oyster Bay, in which may be included eventually the Roosevelt home at Sagamore Hill with its contents, thus preserving it for National use like Mount Vernon and the Lincoln home at Springfield, Ill.

The Campaign Executive Committee in charge of the movement to raise \$5,000,000 in the week of Oct.

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chairman; Joseph W. Alsop, manufacturer, of Avon, Conn.; John S. Cravens, of Pasadena, Cal.; Will H. Hays, chairman of the Republican National Committee; Irvin R. Kirkwood, publisher of the Kansas City Star; William Lobb, Jr., formerly Secretary to Col. Roosevelt in the White House; Henry J. Whigham,

president of the Metropolitan Publications; Albert H. Wiggin, chairman of the board of directors of the Chase National Bank in New York City; Horace Wilkinson, merchant of Syracuse, N. Y.; William Wrigley, Jr., of Chicago, and Henry L. Stimson, formerly Secretary of War.

20-27 is made up of Col. Thompson, The Kentuckian \$2.00 a year.

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